ANOTHER COSTLY BATE WAR

To Be Precipitated if the Nickel-Plate Refuses to Restore the Tariff.

Fruitless Effort to Bring the Disturbing Road Into Line-The Chicago and Ohio River Trouble Still Far from Settled.

A meeting of the east-bound passenger committee of the Central Traffic Association was held at Chicago yesterday, to consider the situation as affected by the Nickel-plate's reduction in rates. Although she Nickel-plate ras agreed to withdraw the \$12.50 rate to New York, it has made no promises in regard to its cheap tickets to Buffalo, and Chairman McDonald is still in correspondence with the pregdent and general passenger agent of the road, in the hope of inducing them to cancel all unauthorized rates. The claim made by the Nickel-plate people that the Wabash had contracted with excursion parties on the basis of \$12.50 from Chicago to New York, is emphatically denied by the Wa-York, is emphatically denied by the Wa-bash representatives in Chicago, who offer to produce affidavits from every man in the passenger department of the company in refutation of the charge. Not a single road has met the Nickel-plate rates thus far, and it was agreed at the meeting that no action would be taken immediately. It is safe to say, however, that within twentyfour hours, unless a satisfactory answer to the demand upon the Nickel-plate is made, the music will begin and all hands will join in the dance. Up to date the offend-ing line has shown no disposition to cancel the one-way rate and the round-trip rate of \$14 between Chicago and Buffalo. It has attempted to justify them on the ground that the Denver excursion tickets east-bound and the Grand Army tickets west-bound have been so manipulated as to cut the rates to those figures by other roads. And yet it is claimed that not a single Grand Army ticket was sold from Chi-cago by way of Buffalo. The situation is still regarded as critical.

Power of the Commission at Issue, Judge Gresham yesterday took under advisement the interstate-commerce case, which has been on hearing before him, at Chicago, for three days. The attorneys for both sides will, however, submit additional arguments, and a decision will probably not be rendered for some weeks. Among other weighty authorities submitted today was a decision of Justice Field, of the United States Supreme Court, demission appointed by Congress to examine the accounts and books of the Union Pacific Railroad Company, which corporation was indebted to the government. The company refused to permit the commission to examine its books, and Jusrice Field sustained the company in its position. Judge Gresham said that if the respondent's attorneys were correct in their position, then all the commissions appointed by Congress for such purposes of investigation were without jurisdiction, and therefore unconstitutional. He was not ready to decide that they were, and would therefore take time to investigate other authorities before rendering his de-

The Transcontinental Association. Now the report comes that the Atchison, Topeka & Santa Fe, as well as the Great Northern, will withdraw from the Transcontinental Association. With this the last chance for the existence of the association disappears. To the average railroad man it appears rather strange that Western lines cannot live up to and maintain assosiation agreements as well as Eastern lines. Between Chicago and the Rocky Mountpeatedly entered into and broken association agreements which extended over specified territory. In the territory covered by the Central Traffic Association there are eighty-six separate and distinct lines, only one-half of them in control of the Central Traffic Association, and it moves along year after year without much friction or trouble. Furthermore the confriction or trouble. Furthermore, the conditions in its territory are much different and the competition greater than with Western Traffic and Transcontinental line associations.

The Trouble Spreading. As yet there has been no change for the better in the passenger-rate situation between Chicago and Southern points. The Pennsylvania still refuses to agree to the basis proposed by other roads for the establishment of peace, and the rate-cutting goes on. The Chicago & Eastern Illinois has made a rate of \$7.50 to Nashville, which is 50 cents below the cut recently made by the Monon. To add to the gravity of the situation, the war is spreading in other territory, and, unless speedily checked, must soon become more serious than at present. The Missouri Pacific, having applied for relief, has been authorized to apply the reduced rates between Kansas City and the points affected in Ohio-river ter-ritory. The rates are now available as basing fates through all the Western gate-

A Big Railgoad Property. The annual report of the New York Central railroad Company for the year ending June 30, 1892, is just out, and is an extremely interesting document. The gross earnings of the year reached \$45,478,625, against \$37,902,115 in the preceding year; mcrease this year, \$7,576,510. Of this enormous gain \$5,410,471 represent the receipts for the increased freight traffic, while passenger earnings were \$1,624,574 ahead of those for 1891. The cost of operating the road, however, gained from \$25,370,252 to \$31,139,133, the percentage of gross earnings gaining from 66.94 per cent. to 68.47 per cent. Net earnings in consequence do not share so largely for the improvement in business, but a very satisfactory gain was made of \$1.808,249, the aggregate being \$14,-889,512, while the 1891 total was only \$12,-

R. F. Smith, superintendent of the Pennsylvania Voluntary Relief department west of Pittsburg, basassued his monthly bulletin for August, which shows that \$5,750 was paid out in death benefits-\$1,500 of the oum on accidents and \$4,250 on deaths from natural causes. There was disbursed in accident benefits, \$4,670; in stekness benefits, \$6,827,20, making the disbursements benefits of August \$16,747.45—the lightest disbursements in the present year for any one month, and there has been no month

Monthly Relief Bulletin.

in the history of the organization in which it has grown more rapidly. In the thirty-eight months the association has been organized, \$261.560 has been paid out in death benefits and \$875,048.27 in disablement benefits, making a grand total of \$686,603,27 in

Personal, Local and General Notes. Jesse Ridge, agent of the Lake Erie & Western at Frankfort, Ind., has resigned.

Charles Lonergan, passenger conductor on the Lake Erie & Western, is so low with typhoid fever that his recovery is thought improbable. The Pittsburg, Fort Wayne & Chicago has pur-chased eighteen acres of ground at Bradford, twenty-six miles out of Chicago, and will erect thereon repair-shops which will employ 250 men. Arrangements are about perfected, it is stated, by which the Lake Enie & Western will do Chicago business via Michigan City, in connection with two of the safest and finest boats on Lake

The Railway Age is making preparations to publish a biographical directory of railway offi-cials on a much more elaborate and complete scale than in either of its former issues of such

W. H. McDoel, general manager of the Louis-ville, New Albany & Chicago, says the company will this year purchase five more freight and one

more passenger engines, several coaches and one thousand freight cars. The Pullman Company last night put on the elegant Pullman car Olivette, to run between In-

dianapolis and Evansville, and to-night another Pullman, just out of the shop, goes on the line to run opposite the Olivette. S. R. Calloway, president of the Toledo, St. Louis & Kansas City road, has gone to New York to consult with the directory on the matter of purchasing additional equipment of all classes, which the road much needs.

W. H. Fisher, general passenger agent of the Columbus & Hocking Valley, was in the city yes-

the road has more than doubled since he took the position is ample proof of his ability. The brick walls for the new shops of the Mackey lines at Princeton, Ind., are up and ready for the roof. The main building is three hundred feet long by seventy-five feet wide. The stone foundations for the less important

L. B. Ledyard and other general officers of the Michigan Central have this week been inspecting the property across northern Indiana. Great improvements have been made to the Michigan Central in the last eighteen months, the cost of which russ up into the hundreds of thousands of dellars.

The Evansville & Terre Haute road earned in the second week of September \$26,552, an increase over the corresponding week of 1891 of \$2,370. The Peoria, Decatur & Evansville earned \$18,-422, an increase this year of \$1,210, and the Evansville & Indianapolis \$7,853, a decrease this year of \$60

D. J. Mackey, president of the several Evans-ville roads, who accompanied the Eastern par-ties who recently inspected the Louisville, Evansville & St. Louis road to New York, has returned, and is quoted as saying that arrange-ments have been perfected to raise the \$2,000,-000 needed to place the L., E. & St. L. in good shape physically and in the matter of equip-ment.

The official report to Superintendent Whit-comb shows that in the twenty-four hours end-ing at midnight 222 trains, averaging nine cars each, arrived and departed at the Union Station train-sheds. This includes the 136 regular trains in and out, fourteen second sections to accommo date the State fair business, and the scheduled fair trains of the Lake Erie & Western and the

W. H. McDoel, general manager of the Louis-ville, New Albany & Chicago lines, with the Eastern parties who attended the annual meeting yesterday, spent a few hours on the State fair grounds, and then left for their respective homes. The inspection trip has been postponed till next month, when President Thomas and others largely interested in the property will inspect it.

Three days in succession the Louisville divis-ion of the Pennsylvania lines has missed every connection which Train 10 should make. People who patronize this train have been disgusted. as the manner it is now run greatly discommodes them, and is not the usual method of running trains on the Pennsylvania system. In years past the J. M. & I. (now the Louisville division) has been credited with running its trains nearer on time than did any indianapolis road, and it behooves Superintendent Miller to remedy this trouble.

A railroad man who seldom errs in his statements says that the owners of the Lake Erie & Western are determined on building a line from Laporte to Chicago. It would require the building of but forty miles of road to reach one of the great terminal systems of Chicago, and, if built, would make the Indianapolis and Michigan City division of the L. E. & W. one of the best roads in this section. An official of the road was approached as to the truthfulness of the above statement, and he smiled and said such a thing was in the air, and pretty high up yet, but it need not be a surprise if such an en-A railroad man who seldom errs in his state-

In all the comments as regards the heavy travel to Washington the last ten days, the Chesapeake & Ohio, which safely carried more people into Washington than did either the Baltimore & Ohio or the Pennsylvania, has hardly been mentioned. Great credit is due Harry Fuller, the general passenger agent, and Assist-ant General Passenger Agent Ryan for the volume of business secured and the manner it was handled. During four days the Big Four turned twenty-eight special trains over to the Chesa-peake & Ohio, and from the Southeast and other northern roads running into Cincinnati the Chesapeake & Ohio got its full share.

Oscar Murray, traffic manager of the Chesa-peake & Ohio and the Big Four lines; W. P. Walker, jr., freight traffic manager of the Chesa-peake & Ohio, and E. F. Cost, assistant general freight agent of the Big Four at Chicago, were in the city yesterday en route southwest on a pleasure trip Mr. Murray remarked that he thought it a good time to take a ten days' vacation, as the Big Four road was so crowded with business that it was obliged to decline a good deal of freight. In speaking of the business of the Chesapeake & Ohio, Mr. Murray said, on the three days the Grand Army of the Republic was going to Washington, the C. & O. had 185 of its engines hauling G. A. R. business.

It is said that Chairman Midgley has been entirely successful as to the first part of his mission to the East. His conference with the Atlantic-coast and Southern lines has resulted in an agreement on their part to restore freight rates to the authorized basis by way of Savannah on Missouri river traffic. These rates have been out 20 cents per 100 pounds first-class, which, added to the authorized differential of 10 cents, made the rates 30 cents lower by way of Savannah than by way of Chicago. The announcement that they are to be advanced will be hailed with pleasure by the Western roads. Chairman Midgley is now in Boston working to secure a restoration of rates from New England points to St. Paul, via the Canadian Pacific.

Much attention has recently been directed to the loss to the Western roads through the abuse of the reduced-fare business. It is the rule that a reduced passenger rate be not allowed for parties less than one hundred in number, but figures collected show that the number of people traveling on reduced rates granted for meetings at which the attendance was less than one hundred from November, 1891, to July, 1892, was 9,035, or a little over one thousand passengers per month. These traveled at the rate of gers per month. These traveled at the rate of 1 cent per mile, whereas they should have paid 3 cents per mile, and it is estimated that each one of them traveled on an average of one-hundred miles, making one thousand a month, or \$24,000 a year, a sum great enough to cover the whole expense connected with the maintenance of the

estern Passenger Association. The Man Who Was Sat Upon by the B. P. W.

To the Editor of the Indianapolis Journal: I live in one of the most neighborly neighborhoods in this city. We are in and out of each other's houses evening after evening, and have lots of fun and enjoyment in a quiet, neighborly way. The other evening one of the neighbors made the statement that our neighborly corner was to be made dark by being left without an electric light, so, as good neighbors should, who are looking after the welfare of their neighborhood, we immediately formed ourselves into an indignation meeting, and discussed the matter, pro and con. I only wish, Mr. Editor, you could have been at that meeting. You certainly would have gone away convinced that ours was the only abused corner in Indianapolis. The first outcome of the meeting was that your humble servant was appointed a committee of one to visit the Board of Public Works (uninstructed.) The next day being wednesday and one of the days on which the B. P. W. holds its meetings I started for the court-house. It being my first visit I had some difficulty in finding the office, but, finally, through the courtesy of a janitor, who was a really gentlemanly fellow, I found the B. P. W. meeting-place. I walked in and took my seat at the end of a long row of chairs to wait my turn for an audience. Having plenty of time on my hands I took in the surroundings. There were three men sitting

on one side of a long table, a clerk, an engineer, and two reporters occupying the other side. I am not fully satisfied who the two men were, but there was not the slightest question as to who the third man was, as he made all the rul ings, and his decisions were final. Now, Mr. Editor, who are the two men who say nothing! Are they figure-heads, or are they there to comply with some provision of the city charter?

There was a delegation from Alabama street, near Fall creek, headed by a man named Taylor, who wanted something in the way of a grade line. Mr. Taylor happened to mention Mr. Martindale's name in connection with the matter.
Well! well! Well! Talk of shaking a red rag in a bull-pen! It wasn't a marker to the name of Martindale in that presence. All the satisfaction Mr. Taylor got in regard to his grade-line was the information from "The Man-who-did-all-the-talking" that he and not Mr. Martindale was running the city of Indianapolis. The mention of the name Martindale was particularly unfortunate for your humble servant, as "The Man-who-did-all-the-talking" was still in a condition of appoplexy from the mere sugges-tion that Mr. Martindale was a bigger man than he, when (woe unto me.) I was ushered into his august presence. My nature being of the friendly kind, and coming from a neighborly neighborhood, I greeted him with a "How are you!" Talk of a John L. Sullivan, anti-Corbett look! Why! Sullivan could get pointers from "The Manwho-did-all-the-talking" after seeing the look he gave me. His eyes wandered from my shoes to my head and then back to my shoes

again, which I assure you was very embarassing, as I am of a retiring disposition; but at last his inspection ended, and I have since wondered if he thought my clothes fitted me. When, in a surly manner, he jerked out "What do you want?" I stated my*case, and "The Man-who-did-all-the-talking" answered, "I can do nothing for you," in tones that plainly said, "now make a sneak," "get out of here," "take a walk." I was perfectly astounded at my treatment. Being a tax-payer and engaged in a legitimate business, I thought "The Man-who-did-all-thetalking" owed me some consideration. I went back to the neighborly neighborhood with Lord Chesterfield's words in my mind: "Good breeding is the result of much good sense, some good nature, and a little self-denial for the sake of

others, and with a view to obtain the same in dulgence from them."
THE MAN WHO WAS SAT UPON. Indianapolis, Sept. 22.

Has Been "Working" the Italians, An Italian, giving his name as Besanti Enrico, claiming to live at Dayton, O., was arrested at Cincinnati and taken to St. Louis yesterday, for an alleged swindling operation, whereby he secured \$3,000 of J. Hyde's money. A. Marcishelli and Joseph Machalli, the two Italians in this city who had been buncoed out of \$600 and \$500, went to Cinciunati to take a peep at the prisoner, and they positively identified him as one of the men who had fleeced them.

Three Things to Remember. Hood's Sarsaparilla has the most merit, has won unequaled success, accomplishes greatest cures. Is it not the medicine for Hood's Pills cure liver ills, jaundice, bilMR. TAYLOR'S LITTLE SNAP.

It Seems to Have Been a Complete Fizzle

A scant half-dozen colored Democrats -the National Colored Men's Protective Association-were in the city yesterday, and had it given out that the national convention of the association would be held in Wright's Hall, on New York street. A visit to the hall failed to produce anything, however. Mr. Wright said there had been no meeting, and no arrangements for any. Last night it was learned that there had been a convention in a little back room in the third floor of the block at 1812 North Pennsylvania street. The size of the room, however, was no inconvenience, as it was amply able to accommodate several such meetings. Those in attendance were George E. Taylor, the president and organizer; E. E. Cooper, who is to be something; S. L. Marsh and C. C. Curtis, both of Iowa, and Miss Cecelia Sherman, of Salem, Mass. Marsh says that the colored man should take on the whole armor of Democracy, and this was the line of an ad-Democracy, and this was the line of an address delivered by him to his four companions at yesterday afternoon's meeting.

Messrs. Knox and Sweeney, when asked
about their resignations, smole a jocular
smile and had nothing to say further than
that they sincerely hoped their Democratic
friends would not be bled too freely.

In an interview, in an afternoon paper,
Mr. Taylor is quoted as having said that
the Freeman is under contract to the Republican party. Mr. Sweeney and Mr.
Knox both say, and the Journal knows of
its own knowledge, that the proprietors of the Freeman have never received a dollar from the party, nor asked for a dollar, nor expect to get a dollar. The statement was probably made from a lack of ability on the part of Mr. Taylor to comprehend the idea of a colored paper that exists and obtains its support upon it merits as a publication.

A number of circulars have been sent out calling upon the colored men to attend another meeting to-day. The race seems to be holding aloof from the schemers, however, and if the expressions of prominent colored people voice the sentiment of the race the convention will probably adjourn without having startled the world by the number of prosely tes.

IN THE COURTS.

John Plue, Held for Assault and Battery, Surrendered by Bondsmen, John Plue, who was held under a \$2,500

bond for assault and battery, was surrendered by his bondsman, Charles Hess. Deputy Sheriff Scanlon took him into custody a second time. Plue was convicted of the offense in the Police Court and appealed to the Criminal Court.

Police Court, The crowd arrested for complicity in the recent Indiana-avenue robberies were discharged for lack of evidence against them.

There were three wife-beaters before Hizzoner.
Charles Train was fined \$1 and costs and released under commitment, and the cases against Alexander Williams and Charles Biley were continued.

Marrow Bound Over, 8. L. Marrow, accused of criminally assaulting thirteen-year-old Pearl Hall, had his preliminary hearing in the Police Court yesterday morning, and was held under a \$5,000 bond to await the action of the grand jury.

Won Her Suit. A jury in the Circuit Court room yeterday rendered a verdict for the relatrix in the paterni ty suit of the State ex rel. Ella Vise vs. Thomas

The Court Record.

SUPERIOR COURT. Room 1-Hon. Napoleon B. Taylor, Jud : . The Eureka Saving and Loan Association vs. Michael Burk et al.; foreclosure. Judgment against Burk for \$646.36. Finding for Caldwell for \$159.32.

New Suit Filed. Frank Barton vs. Ira M. Mendenhall et al.; CIRCUIT COURT.

Hon. Edgar A. Brown, Judge. Bradley, Holton & Co. vs. Henry McJohnson; on note. Judgment by confession for \$219.50. State of Indiana ex rel. Ella Vise vs. Thomas W. Yeager; bastardy. Jury returns verdict for

HOW NOT TO DO IT.

An Instance of Gross Negligence Whose Repetition Should Be Prevented.

To the Editor of the Indianapoils Journal: In these days of quarantine against cholera, it may be of interest to know "how it should not be done." In 1866 an epidemic of cholers undertook to march across the country, but, getting belated, it went into winter quarters on the plains of westtern Kansas and awaited the good roads of the next summer. On Aug. 1, 1867, a merchant of Kansas City came into Elisworth. Kan., from the mountains, that being the then terminus of the Pacific railroad. At 4 o'clock in the morning he bought his ticket for home and waited around the station for a train. Noticing that the people did not stir, he asked the agent the cause and was told the town was almost depopulated on account of the cholera. He became very much frightened and went far out on the prairie. At 8 o'clock he rushed in and got on the train; at 8:30, half an hour afterward, I was called by the conductor to take charge of him. Somebody had thrown the cushions of a dozen seats together for a bed and placed him on it.

There were only two other men in the ear, and they persisted in remaining in it all day, saying that "if a man wasn't afraid of cholera he wouldn't take it." My patient was suffering from regular Asiatio cholera; the diarrhea was fearful, and was soon followed by cramps in the limbs. When the cramps would come on he would scream, jump out of bed, rub the calves of his legs, then his arms, jump back into bed, cover up, then throw the quilts across the car, and seemingly try to the himself into a knot. I told my two brave mountaineers that I had heard of people dying of hydrophobia, the result of fright, and if fright could produce much and if fright could produce such a disease as this, a man ought to be born with the courage of a Bonaparte. At Junction City we stopped for half an hour with people all around the car and looking in at the open windows. I procured brandy, opium and camphor. We came on down the road, stopping at all the stations, without giving any alarm. At Topeka there was a ball cinb out and a big crowd of people on the platform; men, women and children within a few feet of my poor patient; at Lawrence it was much the same way, and at 8 P. M. we rolled into a crowded station at Kansas City, where we found the family physician in waiting with an ambulance. He seemed a little frightened himself. Two hours after we had landed the patient in the bosom of his distressed family he died, and the next afternoon his remains were given a public funeral. The soiled cushions in the car were put back in the seats for duty the next day, and a woman's darling, becoming tired and sleepy, was tucked away on one of them, while its mother counted the hours that must elapse before they both would be safely housed. before they both would be safely housed with the loved ones at home. Every rail-road official and county health officer, from Ellsworth to Kansas City inclusive, and every medical man connected with that case, ought to have suffered a punishment of sixty days in jail on bread and water. of sixty days in jail on bread and water.

It was simply outrageous, and that was doubtless only one out of many such cases. Such things are possible to-day, and the public should demand that the health officers do their whole duty. When they are guilty of culpable carelessness have them arrested and punished. Let the battle-cry be "Remember Hamburg."

CRAWFORDSVILLE, Ind., Sept. 20.

Mr. Goodwin's Illness, Mr. Nat Goodwin was confined to his bed all day yesterday with rheumatism, but was able to leave it in time to take his part at the English. He was selzed with the pain at 3 o'clock in the morning, and sent for Dr. Earp, who visited him several times during the day. Mr. Goodwin looked thin and pale after the performance last night, but said with a smile that he was

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Also 75 shades all-Wool French \$1 Serges; will be sold

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42-inch Black Crepons, nothing more popular, 59c. Immense lines of all the new fancy weaves, from 50c to \$1.50 a yard. Just displayed our new fall stock Priestly's Silk-Warp Henriettas, all grades. High-class novelties, positively the largest assortment ever brought into the State. The foreign and domestic markets have been ransacked by our buyer in his efforts to secure for your approval the choicest of the many choice things shown. No two alike, the range is very large. From \$6 to \$50. You should see them.

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BREWERS' UNIONS.

The Crescent Trouble Up Again-Row Over

the New Agreement, The brewers' unions are still at war over the Crescent fight at Aurora, and the subject is likely to cause a heated discussion at Central Labor Union next Monday night. The troubles originated in the Cincinnati unions. Union No. 12, of that city, is now agitated over another cause of trouble. The Commercial Gazette of yesterday had the following, which will interest the Indianapolis unions: Jacob Willig, the editor of the Cincinnati Zeitung, met with an unpleasant reception at the meeting of Local Union 12, of the brewers of Cincinnati. The meeting was called for the purpose of considering Section 7 of the agreement drafted Tuesday, which allowed the owners to employ non-union labor. Mr. Willig addressed the meeting for an hour and stated that the disputed section was one of the best in the entire set of resolutions. lutions. At the conclusion he was greeted with a storm of hisses and was openly acensed of having been bribed to make the speech. He demanded an apology, which was refused, and, as he insisted, he was fired out of the meeting. Resolutions were then adopted declaring that the agreement did not bind the union until the obnoxious clause was stricken out. Members of the

national committee are of the opinion that since the matter was left to arbitration the union must either abide by the result or they will be disbanded," Marriage Licenses. Marriage licenses were issued yesterday to Owen S. Wright and Eva Malone, August Daum and Katle Garlech, B. Frank Crane and Lucile Summers, William E. Mendenhall and Effie G. Jenkins, Henry Roberson and Maud Mann, James Binane and Emma Salla, Jacob Crousere

and Della Destor, Owen Anderson and Ella Brees, Radford Harris and Mary Weathers, Reuben H. Fulmer and Mary A. Pennington. Drove Through a Procession. William Reasner drove through a funeral procession at the corner of Meridian and Washington streets yesterday afternoon. Patrolman McGuff sent him to the police station for it.



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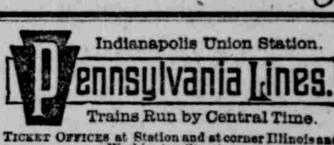
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TICKET OFFICES at Station and at corner Illinois and
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TRAINS RUN AS FOLLOWS:
Daily. † Daily, except Sunday. Columbus, ind., and Louisville * 3.40 am *10.50 pm Philadelphia and New York... * 5.00 am *10.15 pm Baitimore and Washington... * 5.00 am *10.15 pm Dayton and Springfield.... * 5.00 am *10.15 pm Martinsville and Vincennes... * 8.00 am *10.15 pm Machison and Louisville... * 8.05 am *10.15 pm Machison and Louisville... * 8.05 am *10.05 pm Machison and Columbus, 0... * 8.00 am *10.15 pm Machison and Columbus, 0... * 8.00 am *10.15 pm Machison and Columbus, 0... * 8.00 am *10.05 pm Machison and Columbus... * 11.20 am *3.55 pm Dayton and Columbus... * 11.20 am *3.55 pm Philade phia and New York... * 3.00 pm *12.20 pm Baltimore and Washington... * 3.00 pm *12.20 pm Machison and Elehmond... * 3.00 pm *12.20 pm Machison and Elehmond... * 4.00 pm *12.20 pm Knightstown and Elehmond... * 4.00 pm *11.15 am Martinsville and Vincennes... * 4.00 pm *11.15 am Pittsburg and East... * 5.30 pm *11.40 am Logansport and Chicago... * 11.30 pm *3.30 am *11.40 am Logansport and Chicago... * 11.30 pm *3.30 am FROM INDIANAPOLIS TO

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Trains leave for St. Louis, 8,10 a.m., 11.50 a.m., 12.30 p.m., 11:00 p.m. Trains connect at Terre Haute for E. & T. H. points. Evansville sleeper on 11:00 p.m. train. Greencastle and Terre Haute Acc., leaves 4:00 P.a. Arrive from St. Louis 3.30 a.m., 4.50 a.m., 2.50 p.m., 5.20 p.m., 7.45 p.m. Terre Haute and Greencastle Acco. arrives at

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Arrive at Indianapolis.

No. 31-Vestibule, daily.

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